

AIR POUCH
PRIORITY

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K 862.181

FOREIGN SERVICE DESPATCH

FROM : The American Embassy, BONN
LIMIT DISTRIBUTION
TO : THE DEPARTMENT OF STATE, WASHINGTON.

113
DESP. NO. NOO64 **COPY NO.** 1 **SERIES A**
DATE July 22, 1959

REF : Embtel 166 to Department, July 21; Berlin's D-901, June 30; JUL 28 1959
Department's 77 to Bonn, July 9; Bonn's D-1866, June 15.

4v For Dept. Use Only	ACTION EUR REC'D 8/3	DEPT. IN F O RWR IRC S/S S/P C L u/mcc	
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SUBJECT: **BERLIN CONTINGENCY PLANNING -- SURFACE ACCESS**

LIMITED DISTRIBUTION

The Three Embassies reviewed Berlin's recommendations on surface access contingency planning which were submitted under cover of Berlin's despatch 901 and agreed on the following, subject of course to the approval of the Three Governments: *

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PART I.

Authority N/P 901046
by HR-m/SG, NARA, Date 5/30/91

1. **The Printing of Movement Orders and the Production of Stamps:**

It was agreed that the American and British Movement Orders would be printed in London and the French Movement Orders by the French forces in Germany. We agreed to make the necessary arrangements for the manufacture of the two classified stamps to be used by the three forces (Annexes I and II).

2. **The Wording of Stamps and Documents:**

It was agreed that the documents and stamps (except the date stamps) should resemble as closely as possible those now in use, the sole difference being that wherever necessary a fourth language would be added. The Department's suggestion in its telegram 77 to Bonn, repeated 13 to Berlin, concerning the addition of a phrase between the first and second line of the present Movement Orders to the effect "(train) (convoy) commander, and the attached list of persons..." seemed to give rise to several problems. Therefore, it was agreed to leave the form as it now is. The British are reluctant to add anything that does not now appear on the Movement Orders; the French do not really care but, since their forms are already being printed, they would prefer to have such phrase typed rather than printed. We, on the other hand, felt that having the phrase typed would create administrative problems, for the phrase would have to be translated into three other languages, one of which is Russian and would require the presence of someone familiar with the Cyrillic alphabet.

* For reference purposes, the section and paragraph numbers are the same as those used in the tripartite paper prepared in Berlin and transmitted under cover of D-901.

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3. Date Stamp:

The Three Embassies felt that a simple date stamp, shown as Items 3 and 4 of Annex III, should be used without any heading or other identifying language and that such stamps should be made in Berlin as suggested in the referenced despatch.

4. Round Trip Journeys by Autobahn:

The Embassies concurred with Berlin's recommendation.

5. Covering of Trucks:

The Embassies agreed that, without abandoning our right to use closed military vehicles, it would be desirable, at least initially, to continue present practice.

6. Freight Documents:

a. Railroad.

It was agreed that there was no need for new documents since freight cars are now covered by international documentation. Moreover, there does not seem to be any reason for United States forces continuing to use the "train consist" in a non-agency situation. The French and British forces, in fact, have no similar document.

b. Autobahn.

It was agreed that both in an agency and a non-agency situation the route order should continue to be used and that this document should be prepared in Berlin. To avoid confusion with the "Movement Orders", there might be some advantage in changing the nomenclature of the document from "Movement Order" to "Route Order".

7. Documents for Rail Journeys:

Since in a non-agency situation the Movement Orders will contain a list of passengers, the Embassies agreed it would be desirable to eliminate the present head count document.

PART II.

1. Inasmuch as British and French practice differs from that of the United States in permitting official travel across the autobahn in vehicles which have neither military nor Federal Republic license plates, it was

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agreed that paragraphs I A 1 and II A 1 of the Surface Access Contingency Planning paper (Bonn's D-1866) be revised so that it reads "...the Allied traveller (the military convoy or vehicle commander or the driver of a privately-owned vehicle bearing a US (British, French) military license plate or West German plates for Allied personnel or any other driver authorized by the appropriate military or diplomatic authorities) should..."

2. The Embassies agreed that convoys should adhere to present practices and therefore suggest that a final sentence be added to paragraph II A 1 a of the Surface Access Contingency Planning paper stating that "the military convoy commanders, however, will continue the present practice and not produce a list of passengers".

3. Although it is impossible to foresee the physical arrangements that might be made at the checkpoint, the Three Embassies agreed that both in the agency and non-agency situation the "laufzettel" could be accepted, but only for passage through the barrier and not for passage across the autobahn. Neither a "laufzettel" nor a stamped copy of the Movement Orders should be accepted at one end of the autobahn for presentation at the East German checkpoint at the other end of the autobahn.

Moreover, whether in an agency or non-agency situation, it seemed to the Three Embassies here that the essential aspect of the problem was not the location of the control point but the nature of control exercised. Therefore, it was agreed that the Allied traveller, when approaching the East German control point, should attempt to separate his vehicle or vehicles from non-Allied traffic and drive directly to the control barrier where he will seek to identify himself to the East German official working at the barrier. If this official should refuse to accept a copy of the Movement Orders and insist that it be presented at the checkpoint shed, the traveller should comply provided this shed or booth is separate from that used by non-Allied travellers. If the Allied traveller is refused separate treatment, he should return to the Allied checkpoint and await other instructions. However, queuing with non-Allied vehicles will not in itself provide sufficient reason for turning back.

In view of the variety of physical arrangements possible, the Embassies have no objection to the Allied traveller leaving his vehicle in order to hand over to the East German officials the appropriate copy of his orders.

4. Insofar as informing the East Germans of the procedures the Allies intend to follow is concerned, the Three Embassies feel that the declaration which will be made at an appropriate time will be so worded as to obviate the need for the contacts suggested in the referenced Berlin despatch.

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5. The Three Embassies agreed that Allied and not West German officials at the autobahn checkpoints can be authorized to make inquiries about vehicles delayed in crossing the Zone in the event of accident, missing the route or mechanical breakdown. However, Allied officials should not be authorized to investigate so-called "minor incidents" other than those specified above.

6. The Embassies concurred with Berlin's recommendations.

7. The Three Embassies' instructions as they now stand seem sufficiently clear on this point.

8. The French will bring their instructions into line with the American and British instructions.

9. The French now agree that the present instructions to the train commanders adequately cover the point they raised.

10. The French agreed there is no problem such as implied in the tripartite Berlin paper.

Enclosed is the text of the "Travel Instructions" stamped on the back of the Movement Orders which has been agreed upon by the Three Embassies. This is substantially the same text prepared by Berlin with some necessary modifications.

For the Ambassador:

William R. Tyler
William R. Tyler
Counselor of Embassy

Enclosure: *TH*

Text of "Travel Instructions".

Distribution:

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FAHRTANWEISUNG
(German Only)*

wird/werden sich, im Zusammenhang mit der Besetzung Berlins, ohne Beschränkung nach Berlin und zurück begeben.

Gültig für einmalige Hin-und Rückfahrt

Vom _____ bis zum _____ einschliesslich
(Datum)

Ausgestellt am

Unterschrift

Amtsbezeichnung

* The French, English and Russian^{texts}/remain as they were in Annex I of Berlin's Despatch 901.

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